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## THE LAST TRIP



—Photo by Sask. Film Board.

Not draped in black, but on the contrary, bedecked with flags and bunting because it is a happy occasion, the last street car clatters to its long rest.

On the morning of September 11, 1950, the last journey was completed. The passengers on that memorable trip were the Mayor and Council, ex-mayors, officials of the City, and Street Railway Department past and present, and many old-time residents of the community who lived throughout the street car era. It was a fitting tribute to a job well done and a rest well earned.

## A STREET CAR NAMED GOODBYE

From July 27th, 1911, until September 11, 1950, Regina has been blessed and plagued with street cars. They have been an integral part of the passing show, the ups and downs, and the progress of the City. They provided cheap transportation, they accommodated millions, they rattled and banged through residential and business areas alike favouring none, and they provided innumerable headaches to those who were charged with the responsibility of keeping them in operation. But no longer will the business man pause in dictation to his stenographer until the clatter and bang of the passing street car subsides. No longer will Junior be awakened at six in the morning by the squealing of frigid wheels on a frosty track. And no longer will citizens be bombarded by snow and small stones as the sweeper makes its slow and deliberate passage to keep the way clear. The street car has made its last trip. Tangible evidence of the progress and ingenuity of man now provides us with transportation which is faster, quieter, more comfortable, and economical. Time marches on, and with it passes the decade of the street car.

It is much like bidding adieu to a neighbour of long standing who has at last reached the stage of pension and is leaving to enjoy his well-deserved rest in warmer climes. You have a party where old friends gather to bid goodbye and wish them well. And when they have departed, you look forward to meeting those who will take their place, hoping they will do something to spruce up the place a bit—and that they won't make quite so much noise.



## OLD TIMERS

Grouped below are twenty-six employees of the Street Railway Department, some retired, the others still working there. These men have had a large share in the successful operation of Regina's municipal street railway through the years. The combined service of the group totals 836 years, proof enough that they enjoyed their work.

They were passengers on the last street car and stopped long enough in their reminiscing to pose for the picture.



*Photo by Mrs. C. K. Rogers.*

*Reading from left to right:*

*Back Row: J. C. McKenty, L. D. Kelly, J. McDonald, M. Barrie, F. Drake, S. B. Sanders, A. G. Morris, T. Saunders, A. Blair.*

*Second Row: G. Milnes, W. E. LeFlem, R. Watchman, A. Diamond, H. Edinborough (deceased)\*, F. Otway, F. Fodey, D. McMurdie.*

*Front Row: P. W. Snell, H. J. Gardner, F. Littlemore, D. W. Houston, T. W. Cluff, E. Lane, G. Stevens.*

*Sitting: H. E. Southwell, A. Dowling.*

*\*Note: Mr. H. Edinborough passed away a few days after the above photo was taken.*

## HOW TO IGNORE A BUS

Strange as it may seem, sometimes we would like our patrons to turn their backs on our buses. But only, of course, when they do not want to use them. We refer particularly to patrons standing at a bus stop where two or more vehicles pass, operating over different lines. It is realized that people do not want to stop a bus which is not required, but that the procedure for letting the operator know his bus is not the one wanted, may be a little vague. May we ask that after you ascertain the bus which is approaching is not the one you require, that you turn your back towards it. This will inform the operator that he may proceed without stopping. If you stand facing the approaching bus, the operator will, of course, stop.

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## COLD WEATHER COMING

With the beginning of October, one can usually say good-bye to summer and the fine weather. Any day now, Old Man Winter will serve notice he is taking over, and that means the beginning of crowded buses. So that our operators and vehicles can accommodate the increased number of passengers with a minimum of inconvenience to all, we would be pleased if our patrons would observe the following hints:

1. Have the correct fare ready when you board the coach.
2. If a transfer is required, obtain it when the fare is paid.
3. Proceed as far as possible to the rear of the coach if a seat is not available.
4. As passengers disembark, continue moving to the rear.
5. Leave by the rear exit.

If everyone will co-operate in this fashion, it will be much appreciated by the operators.